

Exhibit D  
(Forged) Bills of Lading

CITI FREIGHT LOGISTICS INC			BILL OF LADING	
FMC-OTI No. 027883NF		FOR PORT-TO-PORT OR COMBINED TRANSPORT		
EXPORTER/SHIPPER WINWEAR LIMITED SONDA, SHARIPUR, MALAKERBARI, NATIONAL UNIVERSITY, GAZIPUR SADAR, GAZIPUR-1704, BANGLADESH.		BOOKING NUMBER MEDUKA866905	BILL OF LADING NUMBER CITIMEDUKA866905	
		CONSOLIDATION NUMBER	CONTAINER NUMBER	
		EXPORT REFERENCES	SHIPPER'S REFERENCES	
CONSIGNEE TO TO THE ORDER OF: THE PREMIER BANK LTD. MOHAKHALI BRANCH.99, MOHAKHALI C/A, DHAKA-1212, BANGLADESH.		FORWARDING AGENT CLASSIC FREIGHT LTD. HOUSE 1/B (1ST FLOOR) ROAD - 8 BLOCK - I BANANI, DHAKA-1213 BANGLADESH, TEL: +880222270286		
		POINT (STATE) OF ORIGIN OR FTZ NUMBER		
NOTIFY PARTY/INTERMEDIATE CONSIGNEE 1) NORTH SOUTH US INC, 8475, 168 PL. JAMAICA, NEW YORK, USA  2) INTERNATIONAL TRADE FINANCE LLC 8 THE GREEN, SUITE NO. 5232, DOVER, DE 19901, U.S.A		DESTINATION AGENT CITI FREIGHT LOGISTICS INC. 55 CARTER DRIVE, SUITE# 201, EDISON, NJ, 08817, USA, 732-837-3884, docs@citifreightlogistics.com imports@citifreightu, FMC-OTI NO. : 027883NF		
* PRE-CARRIAGE BY	* PLACE OF RECEIPT BY PRE-CARRIER CHATTOGRAM, BANGLADESH			
VESSEL OEL COLOMBO SC121R	PORT OF LOADING/EXPORT CHATTOGRAM, BANGLADESH		LOADING PIER/TERMINAL CHATTOGRAM, BANGLADESH	
FOREIGN PORT OF UNLOADING/DISCHARGE NEW YORK, U.S.A	* PLACE OF DELIVERY BY ON-CARRIER NEW YORK, U.S.A		CO-LOADED WITH	CONTAINERIZED YES
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER		
MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS		GROSS WEIGHT
AS PER COMMERCIAL INVOICE AND PACKING LIST  <b>SHIPPED ON BOARD</b> <b>17 JUN 2021</b>	804 CARTONS	MEN'S TOP BOTTOM SET PO NUMBER: AW-08-11-20, AW-09-11-20, AW-10-11-20 STYLE NO: N-08-05, N-08-09, N-09-05, N-09-09, N-10-05, N-10-09 HS CODE: 6109.1000 INVOICE NO: WIN/ASIATEX/F-64/2021/037 DATE: 10-06-2021 EXP NO.: 2161-001241-2021 DATE: 10-06-2021 S.C NO.: AW/08/09/10/11/2020 DATE: 17-01-2021 LC NUMBER: 210326DLC530KSCB DATE: 26-03-21 FREIGHT COLLECT  CONTAINERNO: BMOU4879034      SEAL: FX16121374      SIZE: 40HC      CYCY		12,930.900 KGS
				60.110 CBM
* APPLICABLE ONLY WHEN DOCUMENT USED AS COMBINED TRANSPORT BILL OF LADING		DECLARED VALUE (FOR AD VALOREM PURPOSE ONLY). (REFER TO CLAUSE 26 ON REVERSE HEREOF) IN US\$		
In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the shipper, consignee and owner of the goods and the holder of this bill of lading, agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such shipper, consignee, owner or holder. In witness whereof three (3) bills of lading, all of the tenor and date have been signed, one of which being accomplished, the others to stand void.		FREIGHT AND CHARGES FREIGHT COLLECT		
BY: CITI FREIGHT LOGISTICS INC., As Carrier <b>CLASSIC FREIGHT LTD.</b> <i>Navy</i> AS AGENT		ORIGINAL  DATE: <b>17 JUN 2021</b> PLACE OF ISSUE: DHAKA, BANGLADESH		



as agents or contractors of the Carrier (including, without limitation, stevedores, terminal operators and agents) and the employees of each them.

merchandise state the name, origin and classification of the Goods, as well as how they are dangerous and the nature and extent of the hazard. The Ocean Carrier shall not be responsible for the Goods if the bill of lading does not state that the nature and danger of such Goods is distinctly and permanently marked on the face of the bill of lading.

**(D) (The Ocean Carrier's obligation to deliver the Goods.)** (C) Merchant shall submit all bills of lading and/or certificates required in connection with such Goods by any applicable statute or regulation or by any other authority. (D) Whenever the Goods are discovered to have been received by the Ocean or Inland Carrier in damaged condition, the Ocean or Inland Carrier shall be responsible for the damage to the Goods and shall be liable for the cost of repair or carriage of such Goods. (E) The Ocean Carrier may exercise its right conferred upon it under the preceding subpart whenever it is ascertained that Goods delivered in compliance with subparts (A), (B) and (C) above have become damaged, other than the damage when received by the Ocean or Inland Carrier. (F) The Ocean Carrier has the right to inspect the contents of any package or container at any time and place without the prior notice of the Merchant.

**(5) (Stowage Under and on Deck.)** (A) Goods in containers, vans, trailers, or chassis may be carried under deck or on deck, and when such Goods are carried on deck the Ocean Carrier shall not be required to specially mark or, or stamp any statement of "on deck stowage" on the face of this Bill of Lading, any custom to the contrary notwithstanding. (B) The Ocean Carrier shall not be held responsible for damage to the Goods caused by fire, flood, deck leakage, deck, stowage, cargo, or any other covered-in storage, or stowed in a container whenever placed, shall be deemed to be stowed under deck for all purposes including general average. (C) Lumber, other moving equipment and all other Goods customarily or reasonably carried on deck may, at Ocean Carrier's option, be carried on deck without further notice to Merchant and without liability to the Ocean Carrier for the risks of loss or damage to the Goods. (D) The Ocean Carrier shall not be responsible for the loss or damage to the Goods not in containers and carried on deck, and stated on this Bill of Lading to be so carried, all risks of loss or damage from perils inherent in or incident to the ordinary or carriage of such Goods shall be borne by the Merchant and in all other respects the Ocean Carrier shall have the benefit of the provisions of the applicable, including the Hague Rules (including U.S. COGSA, notwithstanding Section 1301) (G) thereof) and the terms of this Bill of Lading.

**(6) (Live Animals and Plants)** With respect to the custody and carriage of live animals and plants, all risks of loss or damage by perils inherent in or incident to the custody of such Goods shall be borne by the Merchant, and in all other respects the Ocean Carrier shall have the benefit of the provisions of the applicable version of the Hague Rules (including U.S. COGSA, notwithstanding Section 1301) (G) thereof) and the terms of this Bill of Lading.

**(7) (Valuable Goods)** The Ocean Carrier shall not be liable to any extent for any loss of or damage to or in connection with precious metals, stones, or chemicals, jewelry, currency, negotiable instruments, securities, writings, documents, works of art, curios, heirlooms, or any other valuable goods, including goods having an insurable interest in them, except as provided in the terms of this Bill of Lading. (A) If the Goods are in writing by the Merchant before receipt of the Goods by the Ocean or Inland Carrier, the same is deemed to be on the face of this Bill of Lading and additional freight has been paid as required.

**(8) (Heavy LIFT.)** (A) The weight of a single piece or package exceeding 2,240 lbs. gross must be declared by the Merchant in writing before receipt by the Ocean or Inland Carrier and must be marked clearly and durably on the face of the package or container. (B) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against any resulting loss, damage, or liability suffered by the Ocean Carrier.

**(9) (Delivery to the Merchant.)** (A) The Ocean Carrier shall not be liable for failure to deliver or delayed delivery in accordance with customs, unless such Goods have been clearly and durably stamped or marked upon the Goods, package, or container by the Merchant before they are received by the Ocean or Inland Carrier, in letters and numbers not less than two inches high, together with the names of the port of discharge and place of delivery. (B) In no event shall the Ocean Carrier be held responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(10) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

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**(12) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(13) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(14) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(15) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.



**(16) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(17) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the marks. (D) Goods that cannot be identified as to their origin or ownership shall be marked with the name of the Ocean Carrier and the name of the port of discharge. (E) The Ocean Carrier shall be responsible for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

**(18) (Delivery.)** (A) The Ocean Carrier shall have the right to deliver this Bill of Lading at the Vessel's side, the shore, or any other place, or to any person or persons designated by the Merchant, within the scope of the port of discharge or place of delivery shown above the face of this Bill of Lading. (B) The Ocean Carrier's responsibility shall arise whenever the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier, or any other person entitled to receive the Goods on Merchant's behalf at the place designated by the Ocean Carrier. Delivery of the Goods to the custody of customs or any other public authority shall constitute final delivery of the Goods to the Merchant. (C) The Ocean Carrier shall not be responsible for the loss or damage to the Goods or its obligations under the preceding subpart (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be liable for resulting loss of or damage to any person or property,



ORIGINAL

CITI FREIGHT LOGISTICS INC			BILL OF LADING	
<b>FMC-OTI No. 027883NF</b>		<b>FOR PORT-TO-PORT OR COMBINED TRANSPORT</b>		
EXPORTER/SHIPPER WINWEAR LIMITED SONDA, SHARIFPUR, MALAKERBARI, NATIONAL UNIVERSITY, GAZIPUR SADAR, GAZIPUR-1704, BANGLADESH.		BOOKING NUMBER MEDUKA849828	BILL OF LADING NUMBER CITIMEDUKA849828	
		CONSOLIDATION NUMBER	CONTAINER NUMBER	
		EXPORT REFERENCES	SHIPPER'S REFERENCES	
CONSIGNEE TO TO THE ORDER OF: THE PREMIER BANK LTD. MOHAKHALI BRANCH.99, MOHAKHALI C/A, DHAKA-1212, BANGLADESH.		FORWARDING AGENT CLASSIC FREIGHT LTD. HOUSE 1/B (1ST FLOOR) ROAD - 8 BLOCK - I BANANI, DHAKA-1213 BANGLADESH, TEL: +880222270286		
		POINT (STATE) OF ORIGIN OR FTZ NUMBER		
NOTIFY PARTY/INTERMEDIATE CONSIGNEE 1) NORTH SOUTH US INC, 8475, 168 PL. JAMAICA, NEW YORK, USA  2) INTERNATIONAL TRADE FINANCE LLC 8 THE GREEN, SUITE NO. 5232, DOVER, DE 19901, U.S.A		DESTINATION AGENT CITI FREIGHT LOGISTICS INC. 55 CARTER DRIVE , SUITE# 201 , EDISON, NJ, 08817, USA, 732-837-3884, docs@citifreightlogistics.com imports@citifreightu, FMC-OTI NO. : 027883NF		
* PRE-CARRIAGE BY	* PLACE OF RECEIPT BY PRE-CARRIER CHATTOGRAM, BANGLADESH			
VESSEL SOL STRAITS 2110S	PORT OF LOADING/EXPORT CHATTOGRAM, BANGLADESH		LOADING PIER/TERMINAL CHATTOGRAM, BANGLADESH	
FOREIGN PORT OF UNLOADING/DISCHARGE NEW YORK, U.S.A	* PLACE OF DELIVERY BY ON-CARRIER NEW YORK, U.S.A		CO-LOADED WITH	CONTAINERIZED YES
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER		
MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS		GROSS WEIGHT MEASUREMENT
AS PER COMMERCIAL INVOICE.  <b>SHIPPED ON BOARD</b>  4 JUN 2021	874 CARTONS	MEN'S TOP BOTTOM SET PO NUMBER: AW-08-11-20, AW-09-11-20, AW-10-11-20 STYLE NO: N-08-07, N-08-08, N-09-03, N-09-07, N-08-09, N-10-03, N-10-07, N-08-10 HS CODE: 6109.1000 INVOICE NO : WIN/ASIATEX/F-64/2021/032 DATE: 29.05.2021 EXP NO.: 2161-001009-2021 DATE: 09.05.2021 S.C NO.: AW/08/09/10/11/2020 DATE: 17.01.2021 LC NUMBER: 210326DLC530KSCB DATE: 26-03-21 FREIGHT COLLECT  CONTAINERNO: SEGU6123845 SEAL: FX16121428 SIZE: 40HC		14056.00 KGS 68.50 CBM
				
* APPLICABLE ONLY WHEN DOCUMENT USED AS COMBINED TRANSPORT BILL OF LADING		DECLARED VALUE (FOR AD VALOREM PURPOSE ONLY). (REFER TO CLAUSE 26 ON REVERSE HEREOF) IN US\$		
In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the shipper, consignee and owner of the goods and the holder of this bill of lading, agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such shipper, consignee, owner or holder.  In witness whereof three (3) bills of lading, all of the tenor and date have been signed, one of which being accomplished, the others to stand void.		FREIGHT AND CHARGES FREIGHT COLLECT		
BY: CITI FREIGHT LOGISTICS INC., As Carrier <b>CLASSIC FREIGHT LTD.</b>  AS AGENT		ORIGINAL  DATE: 4 JUN 2021  PLACE OF ISSUE: DHAKA, BANGLADESH		



## Combined Transport Bill of Lading

[illegible]

number of containers consigned. (7) The Ocean Carrier shall not be responsible for the loss of or damage to the Goods or for the delay in delivery of the Goods if the Ocean Carrier is not notified of the contents in accordance with the applicable number of packages, number of items or pieces, or the Ocean Carrier's discretion and upon the Merchants receipt of the Goods. The Ocean Carrier at least 3 days prior to the scheduled date of arrival of the Vessel at the port of discharge containers may be notified of the contents of the Goods by the Merchants in accordance with the written request. In such a case, the Ocean Carrier shall be deemed to have been discharged, the Ocean Carrier shall not be responsible for any loss or damage resulting from such loss or damage and the Merchants shall be liable for an appropriate adjustment of the freight and any additional charges incurred. (8) If the Goods have been packed into a container by the Ocean Carrier, such unpack the container and deliver its contents and the Ocean Carrier shall not be required to deliver the Goods in the container. At the same time, the Ocean Carrier shall not be responsible for any loss or damage to the Goods if the Goods may be delivered to Merchants in the container, in which case if the container is delivered with seals intact, all the Ocean Carrier's obligations under this Bill of Lading shall be deemed to have been discharged, and (9) Optionals under this Bill of Lading shall not be responsible for any loss or damage to the contents of the container. (B) Optionals under this Bill of Lading shall be granted only when arranged prior to the time of receipt of the Goods by Ocean Carrier and shall be expressly stated on the face of this Bill of Lading. The Merchants, desiring to avail himself of the optional under this Bill of Lading, shall be required to pay the applicable charges and the applicable surcharge (United States dollars) in advance of the date of issuance of the Bill of Lading.

31. **(International Transportation)** (A) This Bill of Lading may be issued for International Transportation in any country. When so issued as between the Merchant and an Inland Carrier custody and carriage of the Goods by the Inland Carrier are subject to the relevant laws, regulations, tariffs and bills of lading are available from the Ocean Inland Carrier upon request. (B) This Bill of Lading is subject to the laws of the first or last port of call. If the Goods are to be transported in the Inland Carrier's applicable bill of lading.

32. **(Ocean Carrier's Tariff)** This Bill of Lading is subject to the Ocean Carrier's application tariff. Copies of applicable tariffs are obtainable from the Ocean Carrier upon request.

33. **(Severability of Terms)** The terms of this Bill of Lading are severable and if any part or term is declared invalid or unenforceable, the remainder of this Bill of Lading is enforceable and no term shall be affected.

34. **(Himalaya Clause)** All exceptions, exemptions, defences, immunities, limitations on liability, privileges and conditions granted or provided by this Bill of Lading or by applicable tariff or by statute or for the benefit of the Carrier shall also apply to and for the benefit of the officers and employees of the Carrier and the agents, officers and crew of the Vessel and to and for the benefit of all parties performing services for the Carrier and its agents, officers and employees of the Carrier (including, without limitation, stevedores, terminal operators and agents) and employees of each them.



ORIGINAL

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CONSIGNEE TO TO THE ORDER OF: THE PREMIER BANK LTD. MOHAKHALI BRANCH. 99, MOHAKHALI C/A, DHAKA-1212, BANGLADESH.		FORWARDING AGENT CLASSIC FREIGHT LTD. HOUSE 1/B (1ST FLOOR) ROAD - 8 BLOCK - I BANANI, DHAKA-1213 BANGLADESH, TEL: +880222270286		
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* PRE-CARRIAGE BY	* PLACE OF RECEIPT BY PRE-CARRIER CHATTOGRAM, BANGLADESH			
VESSEL MSC JUANITA F V-SC126R	PORT OF LOADING/EXPORT CHATTOGRAM, BANGLADESH		LOADING PIER/TERMINAL CHATTOGRAM, BANGLADESH	
FOREIGN PORT OF UNLOADING/DISCHARGE NEW YORK, U.S.A	* PLACE OF DELIVERY BY ON-CARRIER NEW YORK, U.S.A	CO-LOADED WITH	CONTAINERIZED YES	
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER		
MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS		MEASUREMENT
MAIN MARK:  NEW YORK STYLE NO: COLOR: Q'TY: 12 PCS BOX NO: SIDE MARK:  <b>SHIPPED ON BOARD</b>  18 AUG 2021	1242 CARTONS	MEN'S JOGGING SET PO NUMBER: AW-16-11-20, AW-14-11-20 STYLE NO: N-01-08, AD-004-14 HS CODE: 6109.1000 INVOICE NO: WIN/ASIATEX/F-64/2021/049 DATE: 18-07-2021 EXP NO.: 2161-001730-2021 DATE: 18-07-2021 S.C NO.: AW/001/14,15,16/11/2020 DATE: 26-12-2020 LC NUMBER: 210326DLC327KSCB DATE: 26-03-21 FREIGHT COLLECT  CONTAINERNO: FFAU2187608 SEAL: FX18239223 SIZE: 40HC		18,127.40 KGS  66.25 CBM
* APPLICABLE ONLY WHEN DOCUMENT USED AS COMBINED TRANSPORT BILL OF LADING		DECLARED VALUE (FOR AD VALOREM PURPOSE ONLY). (REFER TO CLAUSE 26 ON REVERSE HEREOF) IN US\$		
In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the shipper, consignee and owner of the goods and the holder of this bill of lading, agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such shipper, consignee, owner or holder. In witness whereof three (3) bills of lading, all of the tenor and date have been signed, one of which being accomplished, the others to stand void.		FREIGHT AND CHARGES FREIGHT COLLECT		
BY: CITI FREIGHT LOGISTICS INC., As Carrier <b>CLASSIC FREIGHT LTD.</b>  AS AGENT		ORIGINAL  DATE: 8 AUG 2021  PLACE OF ISSUE: DHAKA, BANGLADESH		







ORIGINAL

CITI FREIGHT LOGISTICS INC			BILL OF LADING	
FMC-OTI No. 027883NF		FOR PORT-TO-PORT OR COMBINED TRANSPORT		
EXPORTER/SHIPPER WINWEAR LIMITED SONDA, SHARIFPUR, MALAKERBARI, NATIONAL UNIVERSITY, GAZIPUR SADAR, GAZIPUR-1704, BANGLADESH.		BOOKING NUMBER MEDUKA943266		BILL OF LADING NUMBER CITIMEDUKA943266
		CONSOLIDATION NUMBER		CONTAINER NUMBER
		EXPORT REFERENCES		SHIPPER'S REFERENCES
CONSIGNEE TO TO THE ORDER OF: THE PREMIER BANK LTD. MOHAKHALI BRANCH.99, MOHAKHALI C/A, DHAKA-1212, BANGLADESH.		FORWARDING AGENT CLASSIC FREIGHT LTD. HOUSE 1/B (1ST FLOOR) ROAD - 8 BLOCK - I BANANI, DHAKA-1213 BANGLADESH, TEL: +880222270286		
NOTIFY PARTY/INTERMEDIATE CONSIGNEE 1) NORTH SOUTH US INC, 8475, 168 PL. JAMAICA, NEW YORK, USA  2) INTERNATIONAL TRADE FINANCE LLC 8 THE GREEN, SUITE NO. 5232, DOVER, DE 19901, U.S.A		DESTINATION AGENT CITI FREIGHT LOGISTICS INC. 55 CARTER DRIVE , SUITE# 201 ,EDISON, NJ, 08817,USA, 732-837-3884, docs@citifreightlogistics.com imports@citifreightu, FMC-OTI NO. : 027883NF		
* PRE-CARRIAGE BY	* PLACE OF RECEIPT BY PRE-CARRIER CHATTOGRAM, BANGLADESH			
VESSEL MSC KYMEA XA130R	PORT OF LOADING/EXPORT CHATTOGRAM, BANGLADESH		LOADING PIER/TERMINAL CHATTOGRAM, BANGLADESH	
FOREIGN PORT OF UNLOADING/DISCHARGE NEW YORK, U.S.A	* PLACE OF DELIVERY BY ON-CARRIER NEW YORK, U.S.A		CO-LOADED WITH	CONTAINERIZED YES
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER		
MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS		GROSS WEIGHT
MAIN MARK:  NEW YORK STYLE NO: COLOR: Q'TY: 36 PCS BOX NO:  <b>SHIPPED ON BOARD</b>  <b>15 AUG 2021</b>	959 CARTONS	MEN'S JOGGING SET (HOODY) PO NUMBER: AW-15-11-20, AW-14-11-20 STYLE NO: N-001-15, N-002-15, GC-003-15, AD-004-15, AD-005-15, AD-004-14, LC-002-14, N-001-14 HS CODE: 6109.1000 INVOICE NO: WIN/ASIATEX/F-64/2021/051 DATE: 09-08-2021 EXP NO.: 2161-001881-2021 DATE: 10-08-2021 S.C NO.: AW/001/14,15,16/11/2020 DATE: 26-12-2021 LC NUMBER: 210326DLC327KSCB DATE: 26-03-2021 FREIGHT COLLECT  CONTAINERNO: MEDU7931517      SEAL: FX18239911      SIZE: 40HC      MODE: CYCY		14,319.50 KGS
				65.12 CBM
* APPLICABLE ONLY WHEN DOCUMENT USED AS COMBINED TRANSPORT BILL OF LADING		DECLARED VALUE (FOR AD VALOREM PURPOSE ONLY). (REFER TO CLAUSE 26 ON REVERSE HEREOF) IN US\$		
In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the shipper, consignee and owner of the goods and the holder of this bill of lading, agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such shipper, consignee, owner or holder.  In witness whereof three (3) bills of lading, all of the tenor and date have been signed, one of which being accomplished, the others to stand void.		FREIGHT AND CHARGES FREIGHT COLLECT		
BY: CITI FREIGHT LOGISTICS INC., As Carrier <b>CLASSIC FREIGHT LTD.</b>  <i>Nam</i> AS AGENT		ORIGINAL  DATE: <b>15 AUG 2021</b>  PLACE OF ISSUE: DHAKA, BANGLADESH		



